

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 FEB 1949

Writing Report 1st DEC 19 48 When handed in at Local Office 1st DECEMBER 19 48 Port of NEW YORK NY.

Survey held at HOBOKEN N.J. Date, First Survey 25th OCTOBER Last Survey 19th NOVEMBER 19 48

on the SS HADIDOTIS (ΧΑΔΙΟΤΗΣ) ex NIKI (Number of Visits 6)

Tons { Gross 7240
Net 4390

at JACKSONVILLE FLA By whom built ST JOHN'S RIVER SHIPBUILDING CO Yard No. 80 When built 1945-1

Engines made at HAMILTON OHIO By whom made GENERAL MACHINERY CORP Engine No. 8045 When made 1945-1

Boilers made at LOUISVILLE KY By whom made HENRY VOGT MACHY CO Boiler No. P15311-113 S15311-110 When made 1944-12

Indicated Horse Power 2500 Owners KASSOS STEAM NAVIGATION CO Port belonging to SYRA (ΣΥΡΑ)

Horse Power as per Rule 659 MN=668 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

for which Vessel is intended OCEAN - DRY CARGO VESSEL

Engines, &c.—Description of Engines VERTICAL, TRIPLE EXPANSION. SURFACE CONDENSING. Revs. per minute 76

No. of Cylinders 3 No. of Cranks 3

Length of Stroke 48" Crank pin dia. 1 1/4" Mid. length breadth 2 9/16" Thickness parallel to axis 7 5/8"

Thrust shaft, diameter at collars as per Rule 1 1/4" as fitted 1 1/4" Mid. length thickness HP+IP 2" LP 9/16" Thickness around eye-hole 6 5/8"

Shafts, diameter as per Rule as fitted 1 3/4" Thrust shaft, diameter at collars as per Rule as fitted 1 1/4"

Is the screw shaft fitted with a continuous liner YES

Thickness between bushes as per Rule as fitted 25/32" Is the after end of the liner made watertight in the stern tube ONE LENGTH

Length of Bearing in Stern Bush next to and supporting propeller 5-1"

Pumps worked from the Main Engines, No. TWO Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work YES

Main Bilge Line No. and size TWO 4 1/2" DIA; TWO 5 60 GPM. 10" x 11" x 12" VDDA. How driven ME. RAM.; STEAM. (FIRE + BILGE, BALLAST + G.P.)

Lubricating Oil Pumps, including Spare Pump, No. and size FOUR x 3" DIA. AND TWO x 2 1/2" DIA INTO 5" DIA MAIN; THRUST ONE x 3" DIA TUNNEL ONE x 3 1/2" DIA TUNNEL ONE x 2 1/2" DIA INTO 4" DIA MAIN; FORE AND AFT PEAK TANKS ONE EACH 3 1/2" DIA DIRECT SUCTIONS.

Water Circulating Pump Direct Bilge Suctions, No. and size ONE 10" DIA Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size TWO 5" DIA

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Overboard Discharges above or below the deep water line BELOW

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel YES Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

How are they protected Have they been tested as per Rule YES

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES

Arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door YES worked from ER. FLOOR LEVEL

MAIN BOILERS, &c.— (Letter for record S) Total Heating Surface of Boilers 10233 SQ. FT.

Boilers are fitted with Forced Draft YES Which Boilers are fitted with Superheaters BOTH

Description of Boilers TWO CROSS DRUM SECTIONAL HEADER S.T. Working Pressure 225 LBS Down 250 LBS Spt 230 LBS

REPORT ON MAIN BOILERS NOW FORWARDED? YES

DONKEY BOILER FITTED? No If so, is a report now forwarded?

Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers Donkey Boilers

General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

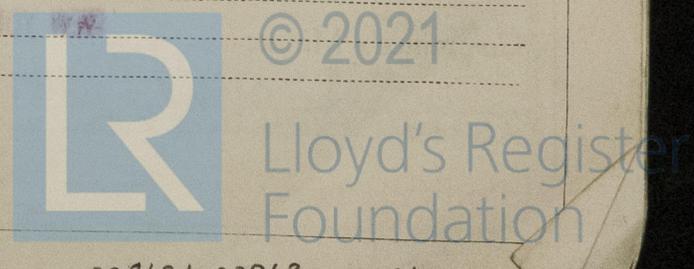
SPARE GEAR.

Is spare gear required by the Rules been supplied YES

Is principal additional spare gear supplied

The foregoing is a correct description

Manufacturer.



Dates of Survey while building

During progress of work in shops - - ✓

During erection on board vessel - - ✓

Total No. of visits ✓

Dates of Examination of principal parts—Cylinders 3 Nov 1948 Slides 3 Nov '48 Covers 3 Nov '48

Pistons 3 Nov '48 Piston Rods 3 Nov 48" Connecting rods 8 Nov '48

Crank shaft 8 Nov 48 Thrust shaft 14 Nov 48 Intermediate shafts 10 Nov '48

Tube shaft ✓ Screw shaft ✓ Propeller ✓

Stern tube ✓ Engine and boiler seatings 14 Nov 48 Engines holding down bolts 14 Nov 48

Completion of fitting sea connections ✓

Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam 19 Nov 48

Main boiler safety valves adjusted 17 Nov 1948 Thickness of adjusting washers NO WASHERS

Crank shaft material OH STEEL Identification Mark ✓ Thrust shaft material OH STEEL Identification Mark ✓

Intermediate shafts, material OH STEEL Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material OH STEEL Identification Mark ✓ Steam Pipes, material SEAMLESS STEEL Test pressure ✓ Date of Test ✓

Is an installation fitted for burning oil fuel YES ✓ Is the flash point of the oil to be used over 150°F. YES

Have the requirements of the Rules for the use of oil as fuel been complied with YES ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓

Is this machinery duplicate of a previous case YES. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery + Boilers of this vessel were constructed under Special Survey of Surveyors to the American Bureau of Shipping + U.S.C.G. the condition and standard of workmanship are considered to be good and satisfactory.

The main and auxiliary machinery as opened for survey (see Rpt 9) are in good condition, were all examined under working condition and found satisfactory.

The machinery and boilers of this vessel are eligible in our opinion, to be classed with this Society, with a record of LMC 11-48. is recommended for the favourable consideration of the Committee.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... \$:) When applied for,

Special ... \$ SEE RPT. (Feb. 9, 1949)

Donkey Boiler Fee ... \$ 9 FOR FEE :) When received,

Travelling Expenses (if any) \$:) 19

J. Bloomfield & W. Woots.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK FEB 2 - 1949 97979W

Assigned LMC-11, 48

